

CLAIMS

1. A motorcycle wheel comprising:  
a rim adapted to receive a motorcycle tire;  
a hub adapted to receive and support a motorcycle axle; and  
at least one spoke extending between said rim and said hub,

5

wherein the at least one spoke includes first and second walls that are separated by a distance, the first and second walls being substantially entirely unconnected to each other between the hub and the rim.

10

2. The motorcycle wheel of claim 1, wherein the first wall is substantially parallel to the second wall.

15

3. The motorcycle wheel of claim 1, wherein the first wall is substantially identically shaped to the second wall.

4. The motorcycle wheel of claim 1, wherein the first and second walls are connected to each other by a rotor mounting boss adjacent to the rim.

14 The motorcycle wheel of claim 1, wherein the at least one spoke includes six spokes spaced at 60 degree increments around the wheel.

15 The motorcycle wheel of claim 1, wherein the at least one spoke includes a plurality of spokes, and wherein no spoke is connected to another spoke between the rim and the hub.

25

*Claim 6*  
The motorcycle wheel of claim 1, wherein the hub is adapted to rotate on an axle about an axis of rotation, and wherein the hub includes at least one aperture extending generally parallel to, and radially spaced from, the axis of rotation.

5

*Claim 7*  
The motorcycle wheel of claim 1, wherein the first and second walls define first and second planes, respectively, and wherein the aperture is between the first and second planes.

10

*Claim 8*  
The motorcycle wheel of claim 1, wherein the rim, hub, and at least one spoke are integrally formed with each other.

169

A motorcycle wheel comprising:

a rim adapted to receive a motorcycle tire;

a hub adapted to receive and support a motorcycle axle, and

adapted to rotate on the axle about an axis of rotation;

5 a central plane perpendicular to the axis of rotation, the central plane substantially bisecting the hub and the rim;

a plurality of spokes connecting the rim to the hub, wherein the ends of the spokes that are connected to the hub are substantially centered about the central plane, and the ends connected to the rim are entirely on one side of the central plane.

10

10

11 The motorcycle wheel of claim 10, further comprising a plurality of bosses adjacent to the rim, and a brake rotor mounted to the bosses on the other side of the central plane.

15

11

12 The motorcycle wheel of claim 11, wherein each of the plurality of bosses is circumferentially aligned with a corresponding one of the plurality of spokes.

20

13. 12

13. The motorcycle wheel of claim 10, wherein the rim, hub, and plurality of spokes are integrally formed with each other.

14.13 A motorcycle wheel comprising:

a rim adapted to receive a motorcycle tire;

a hub adapted to receive and support a motorcycle axle, and

adapted to rotate on the axle about an axis of rotation, wherein the hub includes  
5 apertures extending generally parallel to, and radially spaced from, the axis of  
rotation;

a central plane perpendicular to the axis of rotation, the central  
plane substantially bisecting the hub and the rim;

10 spokes having outer ends connected to the rim and inner ends  
connected to the hub, wherein the spokes include first and second walls that are  
separated by a distance, wherein the spokes include gussets spaced from the rim  
and joining the first and second walls, and wherein the first and second walls are  
entirely unconnected to each other between the hub and the gusset;

15 bosses adjacent to the rim and circumferentially aligned between  
first and second walls of the spokes, wherein the bosses, gussets, walls, and rim  
define cavities; and

a brake rotor mounted to the bosses, wherein the central plane is  
between the rotor and the outer ends of the spokes, and wherein the rim, hub,  
walls, gussets, and bosses are integrally formed together.

Patent  
12/000  
13